Attendance of the May 15, 2002 GMAC Meeting
(based on sign-in sheet)

Name	Agency
Amos, Jeff	Don Breazeale & Associates
Carpenter, Jeff	City of Los Angeles Community Redevelopment Agency
Cuevas, Armando	City of Los Angeles
Daniels, Hon. Gene	City of Paramount
David, Candice	San Gabriel Valley Council of Governments
Dorland, Kanya	Port of Los Angeles
Fetty, George	George Fetty and Associates
Fischer, Michael	Cambridge Systematics
Hicks, Gill	Gill V. Hicks and Associates, Inc.
Kregel, Ronald	KACI Intermodal Systems
Lau, Charles	Caltrans – District 8
Lee, Francis	Caltrans- District 7
Lee, Minna	LA County Metropolitan Transportation Authority
Little, Bryce	ACE Construction Authority
Morris, Hugo	Teamsters Local 911
Morrison, Dustin	CHP – So. Division Special Services
Pearson, Fred	Parsons Brinckerhoff
Perdon, Al	APA
Proo, Hon. Beatrice	City of Pico Rivera
Randolph, Stan	Caltrans
Rodriguez, Dilara	Caltrans
West, Dale	Western Riverside Council of Governments
Wiggins, Stephanie	Riverside County Transportation Commission
Wilson, A.J.	Pomona Valley Ed. Foundation
Wilson, Kristen	Caltrans - District 7
Zeigler, John	Automobile Club of So. California

SCAG Staff
Amatya, Naresh
Griffin, Mark
Havens, Alan
Wong, Philbert

WEDNESDAY, MAY 15, 2002

1.0 CALL TO ORDER

Councilmember Gene Daniels, City of Paramount, called the meeting to order at approximately 9:35 a.m. A list of those in attendance is included in the minutes.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Approval of the April 17, 2002 Minutes

ACTION: Motion to approve the minutes with the amendment from Mr. Jeff Carpenter, City of Los Angeles Community Redevelopment Agency, was accepted and seconded with no objections.

4.0 INFORMATION ITEMS

4.1 Status Reports:

- "Freight Village" presentation to TCC

The "Freight Village" concept will be presented to the TCC at their June 6, 2002 meeting, which will be held at the Universal City Sheraton Hotel.

- Global Gateways Development Program position statement

Staff has prepared a position statement, which is currently under management review. The position statement will be released shortly.

4.2 Report on the SCAG Truck Count Study

Mr. Michael Fischer, Cambridge Systematics, presented this item. The main project objectives of this study are to: 1) develop a comprehensive truck count database; 2) conduct and document counts that have data reliability; 3) supplement and expand existing truck count data and fill in gaps; 4) develop a program for an ongoing truck monitoring program; 5) facilitate refinement of the SCAG truck model; and 6) provide data on truck volumes by classification.

After the actual truck counts had been collected, data conversion factors were needed to ensure compatibility between the truck counts acquired by VRPA for SCAG, Caltrans, and SCAG model data. Four conversion factors were created. First, to transform the data from number of axles to gross vehicle weight rating. Second, to transform the truck data into SCAG model year 2000 data. Third, to transform the truck data, which were from summer and fall, into ADT adjusted for seasons. Fourth, to adjust the data for daily variability. No adjustment was needed to account for the effects of 9/11.

In comparing the recently acquired VRPA truck data to Caltrans truck count data, the average error among the 28 locations that both VRPA and Caltrans had counts for was 5%. For some locations, Caltrans data were much higher, and for others, they were much lower, hence the low average percentage of error. The average absolute error, however, was 29%. In general, the Caltrans data, when compared to VRPA counts, overestimated truck volumes.

Generally, the SCAG model estimates a higher truck volume on screenlines than do the VRPA counts. On 21 of the 26 screenlines, the SCAG model estimates a higher volume than recorded in the VRPA counts for all trucks. On a positive note, for 17 of the 26 screenlines, the SCAG model is within 20% of the VRPA counts.

The results obtained from the counts can also be broken down by weight class, which for trucks are heavy-heavy duty (HHDT), medium-heavy duty (MHDT), and light-heavy duty (LHDT) trucks. The SCAG model's highest accuracy is for HHDT trucks. The average difference between the SCAG model and VRPA counts for HHDT trucks is 16%. However, at screenlines 1 and 7, the model is severely inaccurate. At screenline 1, the model overestimates HHDT volumes by 69% northbound and 85% southbound. Conversely, at screenline 7, the model underestimates HHDT volumes by 66% northbound and 60% southbound. MHDT trucks, however, are consistently overestimated. In fact, the average difference between SCAG and VRPA counts is 52%. Furthermore, LHDT trucks are severely overestimated by the model; the average difference is 103%.

The SCAG model generally overestimates trucks travelling on the Interstate highways. However, the model underestimates the number of trucks travelling on state routes and arterials.

It was also noted that discrepancies between the SCAG model and the VRPA counts could be due to both inaccurate baseline data as well as the methods used by the model to project truck volumes.

The remaining steps of the study are to first complete the analysis of the count data, which includes performing select link analysis and verifying trip generation rates from the SCAG model. Second, complete the analysis of survey data. Finally, develop recommendations and conclusions for using the data to improve the SCAG model. The study is scheduled to be completed by June 30, 2002.

4.3 KACI Intermodal System

Mr. Ron Kreigel, KACI Intermodal Systems, presented this item. In the KACI Intermodal System, rail tracks are depressed and rail cars are positioned in a zig-zag pattern. There would be one locomotive pulling the cars and one pushing them. By having either depressed tracks or ramps leading to the tracks, trucks are able to drive directly onto the rail cars, which would eliminate the need to lift trailers and chassis from the truck onto the rail car. For a 50-car train, the terminal would be approximately 2500 feet long.

4.4 Presentation of Certificate of Appreciation to Mr. Kim Shultz, San Bernardino Associated Governments

Mr. Naresh Amatya, SCAG, presented the certificate of appreciation to Mr. Shultz.

5.0 COMMENT PERIOD

Mr. A.J. Wilson noted that meetings of the GMAC have coincided with meetings of the Maglev Task Force. He asked if it would be possible to reschedule either one of those meetings in order to eliminate the overlap.

6.0 NEXT MEETING

The next regular GMAC meeting will be:
Wednesday, June 19, 2002
9am-10:30am
SCAG Offices, San Bernardino Conference Rooms A&B

7.0 ADJOURNMENT

The meeting was adjourned at 11:00am.